



There were no ugly ducklings at this premiere manufacturer-sponsored event.  
By George Eddy.

# Swan Cup

**M**anufacturers' regattas are not an entirely new concept. Ericson conducts three-day national championships on the West Coast, Tartan holds annual day races on Lake Erie and Pearson attracted 40 boats to a rendezvous in Narragansett Bay this summer. But when Nautor of Finland announced the first Swan World Cup in exotic Sardinia, a new standard in manufacturers' events was set.

Originally, the affair was conceived as a gala gathering for Swan 65s, which abound in the Mediterranean like New York 40s on Long Island Sound. However, it was quickly apparent that other Swan owners were eager to join the migration to the dazzling site off the coast of Italy, and so the World Cup was born and opened to all Swan owners.

In the end, even Nautor couldn't have foreseen how well the event was going to come off. Seventy Swans flocked to Porto Cervo for a week of racing and partying hosted by the Costa Smeralda YC. A picture postcard village, Porto Cervo was created out of a swamp, with a magnificent harbor that has dock space for 200 boats (stern-to, Med-style), major repair facilities and an elegant yacht club with a roof-top swimming pool.

Fifteen countries, including Australia, and 19 different designs were



Alastair Black

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represented. Divided into one cruising class and two racer/cruiser classes, the fleet ranged in size from the new 37-footer designed by Ron Holland to the new Sparkman & Stephens 76-footer and included seven Swan 47s, five Swan 57s and eight Swan 65s. The total market value of the

fleet was estimated at \$21,800,000.

The racing was comprised of three day races and a 74-mile overnighter. Each of the day races covered a slightly different area, utilizing the variety of bays and small islands to create courses that were both tactically challenging and aesthetically pleasing. By the end of the first weather leg of the first race, it was apparent which boats were the class of the fleet. *Black Swan*, an Italian Swan 39 which had done well in the 1978 Sardinia Cup, ended up winning the opener. Two British boats, the 57-foot *Yellowdrama* and a new 441, *Cassa Tette*, were both swift and smartly sailed. Aboard *Pride*, a 44 from Riverside,

Conn., we were one of three U.S. entries and the only black-hulled Swan in the fleet.

The second and third day races were similar — "round the islands," with numerous tacking duels up narrow channels. For the second day, the 45 IOR boats who were on hand for the Sardinia Cup were invited to compete in a separate class. In this particular race, it was interesting to note that a run before a building mistral provided wipeouts and cartwheels as far as the eye could see among the IOR boats, while the heavier displacement Swans roared along with little difficulty. *Black Swan* led overall after the second race

and had the series wrapped up after the third.

The course for the distance race, while not exactly Olympic or Gold Cup, was in fact the most challenging and exciting that any of us aboard *Pride* had ever sailed, especially overnight. There were 16 separate legs involving eight islands and a number of ominous rock piles. At least the aids to navigation were plentiful, the light houses with color-coded sectors supplying considerable information.



The race lasted 12 hours, and *Pride* was third to finish and first on corrected time. Unfortunately, a large black buoy that was twice a mark of the course was supposed to be lighted, but was not. And when there was some disagreement on who had or had not found and rounded it correctly, the race was thrown out. We were understandably disappointed, but nothing could take away the thrill of dueling the 57-footers and 65-footers and the majestic 76 in the dark. And nothing could take away from *Black Swan's* well-deserved World Cup victory. (*Cassa Tette* was second and *Sophia B* third, with an appeal pending on the final race that would move *Pride* into second and *Yellowdrama* third.)

Regardless of the results, the total impact of the regatta was highly positive. There were trophies galore and social activities every night, either formal events ashore or impromptu parties on individual boats. And the reaction of the participants was such that there will surely be a second Swan World Cup, most likely in the same crystal Mediterranean waters and accompanied by the same lavish hospitality. Credit should go to Nautor for a well-conceived and well-run event.



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George Taylor



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For the participants in the first Swan World Cup, it was sometimes difficult to decide which was better — the racing off the beautiful Sardinia coast, with its numerous bays, islands and rocky points, or the post-race splendor and camaraderie in picturesque Porto Cervo.

# NEWS FROM NAUTOR 1/1981:



59 Swan yachts and Nautor motor sailers took part in the first SWAN WORLD CUP, off Porto Cervo, Sardinia in August/September 1980.



The series consisted of four races, three of about 25 nautical miles and one of 74 nautical miles.



## LARGEST SWAN FAMILY MEMBER CONTINUES TRADITION OF SUCCESS

Launched on the world market in Spring 1980, the Swan 76 has had an excellent reception. Five of these Sparkman & Stephens designed yachts have been sold so far.

The Swan 76 is one of the world's largest production boats, with many options available: Swan deck or deckhouse, fin keel or centreboard, ketch or sloop rig.

LOA	76.3' (23.3 m)
LWL	61.3' (18.7 m)
Beam	19' (5.8 m)
Draught (keel)	12' (3.6 m)
(board up)	7.5' (2.3 m)
(board down)	15.5' (4.7 m)
Displacement	
(keel/Swan deck model)	98,700 lbs (44,800 kg)
(centreboard/deckhouse model)	105,000 lbs (47,600 kg)
Ballast	
(keel/Swan deck model)	24,000 lbs (10,900 kg)
(centreboard/deckhouse model)	28,000 lbs (12,700 kg)

## SWAN WORLD CUP 1980

The first SWAN WORLD CUP race was held off Porto Cervo, Sardinia in August-September 1980.

Organised jointly by Nautor and the Costa Smeralda Yacht Club (Y.C.C.S.) of Sardinia, the race was timed in conjunction with the 1980 Sardinia Cup, a biennial event.

59 Swan yachts and Nautor motor sailers from 16 countries took part in the race, which presided over by an international jury.

The overall winner in the Swan World Cup was **BLACK SWAN**, an Italian Swan 39.

The prizegiving ceremony was held on September 4th. Among the trophies was Nautor's **CHALLENGE CUP**, a perpetual challenge cup, which **BLACK SWAN** will hold for next two years. Sparkman & Stephens had presented the **SWAN 65 TROPHY** for the best Swan 65. It was won by **BELLE FONTAINE**.

A Swan 57, **YELLOW DRAMA** took the **ELEGANCE CUP**, presented by H.H. the Begum Aga Khan.

Since the event was such a great success for hosts and competitors alike, the Swan World Cup will be held again in August 1982, also in Porto Cervo.

## SWAN WORLD CUP 1980

1. Black Swan, ITA, p. 172.25 (Swan 39)
2. Casse Tete V, GB, p. 165.50 (Swan 441)
3. Sophie, GB, p. 154.00 (Swan 411)
4. Tihama, GB, p. 152.00 (Swan 47)
5. Cristina, ITA, p. 149.00 (Swan 41)
5. Yellowdrama IV, GB, p. 149.00 (Swan 57)
7. Swan Astray, MALTA, p. 148.00 (Swan 47)
8. Tikka II, ITA, p. 147.00 (Swan 43)
8. Pride, USA, p. 147.00 (Swan 44)
10. Pulsar II, ITA, p. 146.00 (Swan 47)

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